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Issue 1/2013

Feedback

Canadian Aviation Service Difficulty Reports

TP 6980E
(1/2013)



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Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Canadian Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

For all technical inquiries related to articles of this magazine, please address your correspondence to CAWebFeedback@tc.gc.ca

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(01/2013)

HEADS UP

Annual Airworthiness Information Reports

Annual Airworthiness Information Reports (AAIRs) are a means by which Transport Canada (TC) collects essential airworthiness data from Canadian registered aircraft owners. This data is used to ensure accurate and thorough distribution of Airworthiness Directives (ADs) and Civil Aviation Safety Alerts (CASAs) to all applicable Canadian registered aircraft owners, monitor the activity of the Canadian aircraft fleet and calculate accident and incident statistics.

Pursuant to Part V, Subpart 1 of the Canadian Aviation Regulations (CAR) and Standard 501, the owner of every Canadian registered aircraft, other than an ultra-light aeroplane, is required to submit to TC a completed AAIR no later than a specified due date on an annual basis. Owners who fail to submit the AAIR are liable to a monetary fine.

Presently, a paper copy of the AAIR is mailed to each aircraft owner approximately 2 months prior to the due date. If the data printed on the form is incorrect and/or if the contact information has changed, the aircraft owner is required to update the information on the form. They must also indicate the number of hours flown during the last calendar year and the Time Since New (TSN) as of December 31st. Finally, for aircraft which are not operated pursuant to CAR IV or CAR VII, the owner is to provide the date of the most recent annual or 100 hour inspection, and the name of the person who performed it.

As of January 31st, 2013, all AAIRs are now to be mailed to the Transport Canada office in Ottawa or scanned and sent by e-mail to cawwebfeedback@tc.gc.ca. More preferably AAIRs can be completed online through the TC Continuing Airworthiness Web Information System (CAWIS) website. Consolidated fleet reports can be completed instead of completing individual AAIRs, however aircraft owners must remember to send the report to Transport Canada prior to the due date as these cannot be completed online.

In an effort to reduce our environmental footprint, Transport Canada is working towards making the necessary enhancements to CAWIS so that AAIRs can eventually be sent to aircraft owners by e-mail. If you have not provided your e mail address to Transport Canada, you are encouraged to do so by sending the information to cawwebfeedback@tc.gc.ca. You can also use this e-mail address to send us questions or concerns related to the AAIR program or any other continuing airworthiness topics.

All regulatory requirements and procedures of the AAIR are provided in CAR 501 (<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-subpart1-1771.htm>) and Standard 501 (<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-standard501-1952.htm>). Instructions for completing the AAIR are supplied with each copy of the reporting form and on the website. ✖

Infrequent Use of Engines & Use of 3rd Generation Oils

SDR submitted:

Pratt & Whitney Canada (P&WC) has received reports of loss of engine oil pressure occurring on two separate aeroplanes.

Investigation into these events revealed that these engines had been inactive for extended periods of time. Although periodic engine maintenance ground run-ups had been carried out, it was determined that the engine run-ups may not have been long enough to detect any engine deterioration. P&WC have now added additional instructions to the applicable engine manuals to address the above problem.

The use of 3rd generation engine oils has proven to be beneficial because of their thermal stability and resistance to oxidation at high temperatures. This is found to be factual provided that these engine(s) are utilized in normal and continuous operations. However, over a period of time, these 3rd gen oils can cause degradation and hardening of the engine seals. When preserved engines are being re-activated, particular attention should be given to the condition of seals especially in the area of the accessory gear box (AGB) pad.

Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) recommends that owners, operators and other responsible persons familiarize themselves with and closely follow the instruction detailed in P&WC Service Information Letter (SIL) PW500-045 dated October 24 2011**

FIXED WING

AIRBUS, A310 304

SDR # 20120504003

Extensive Pressure Bulkhead Corrosion

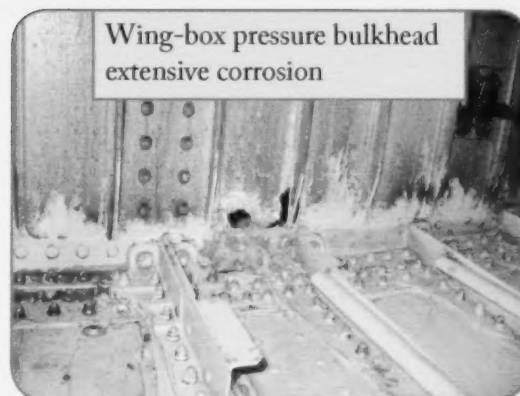
SDR submitted:

During a standard maintenance inspection check, extensive corrosion was found at forward wing-box bulkhead frame 39. The corrosion had perforated the pressure structure between stringers 55 and 54 left-hand side below waterline z-2557.

The bulkhead was repaired through the guidance of an Airbus Repair Approval Sheet (RAS) and made serviceable.

Transport Canada Comments:

The standard inspection interval of this area is set at a 5 year interval where this aeroplane was last inspected on March of 2011. Depending on the aeroplanes operating environment and upon the operators' discretion, this interval can be reduced to accommodate possible discrepant findings as seen with this service difficulty. ✖



Wing-box pressure bulkhead
extensive corrosion

Beech 76

SDR # 20110210006

Main Landing Gear A-Frame / V-Braces - Cracks

SDR submitted:

Following a landing, it was discovered that the left hand main landing gear V-brace was separated from the gear actuator point. Had the aeroplane taxied any further, the landing gear would have collapsed. A precautionary visual inspection on the right hand landing gear also revealed that the right hand V-Brace was cracked.

A detailed inspection using the magnetic particle inspection (MPI) technique on another aeroplane in their fleet found both the right hand & left hand V-braces to be cracked.

Transport Canada Comments:

Beechcraft Service Bulletin (SB) 2361 recommends that should fatigue cracks be found on the main landing gear "A" Frame assemblies, then to install subject part number 105-8100-75 & 76. This should further support the strength of the attachment bracket for the hydraulic actuator connection.

Federal Aviation Authority (FAA) Airworthiness Directive 97-06-10 mandates SB 2361 to inspect the "A" Frame assemblies using both visual and dye penetrant methods but not MPI methods. The FAA has been advised accordingly. ✖



Main landing gear with a
broken V-brace

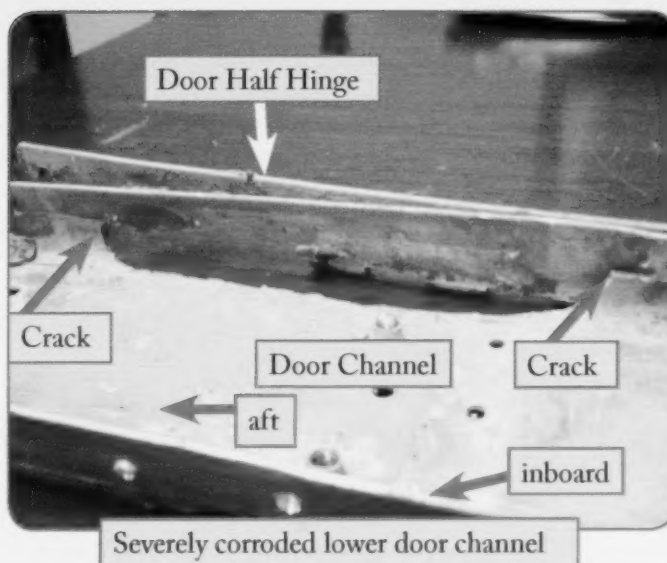
Main Passenger Door Hinge & Channel Defects

SDR submitted:

During servicing for the next flight, it was noted that the main cabin door lower step would move when stepped upon. Further investigation found the lower door channel had a 15.24 cm (6 inches) crack and the door side half hinge was broken 5.08 cm (2 inches) from the aft end. The channel (part number (P/N) 50-430043-619) half hinge (P/N 50-430043-547) and hinge pin (P/N 50-430043-393) were replaced due to severe corrosion.

Transport Canada Comments:

The main door and steps require continuous inspections due to consistent use from passengers and exposure to environmental contaminants that promote corrosion. In this case, it appears that this step had been in this deteriorated condition for some time. ✖



BOEING, 757 26A

SDR # 20120126011

Main Landing Gear Anti-Skid Harness Incurred Damage

SDR submitted:

During taxi, the anti-skid warning light illuminated intermittently. The anti-skid system was deferred in accordance with the Minimum Equipment List (MEL) 32-42-01-1 and the aeroplane was returned to service.

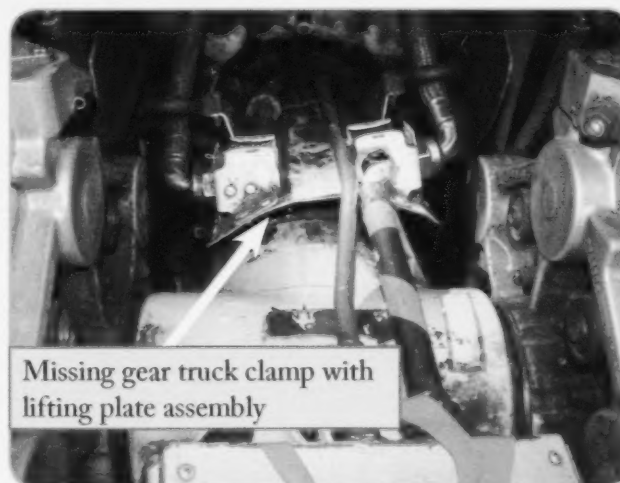
At the next maintenance opportunity, an investigation revealed that a clamp assembly was broken and had failed on the gear truck/bogie. The anti-skid wiring and conduits were also damaged. The damaged clamp, wiring and conduits were repaired making the aeroplane serviceable.

In order for this damage to occur, it appears that the plate assembly that the clamp secures was being pulled upwards (with the oleo at full extension) by the two flexible wiring conduits that travel up the gear strut.

Transport Canada Comments:

Further investigations revealed that these two flexible conduits on the right-hand (R/H) gear were about 5 cm (2 inches) shorter than the ones on the opposite main landing gear causing the stress on the clamp.

The investigation is still ongoing into this apparent discrepancy of gear harness conduit length and is suspected to be a quality control issue from the supplier of the discrepant harnesses. In the meantime, Transport Canada Civil Aviation (TCCA) would like to advise all owners, operators and maintainers of this possible condition of clamp failure. ✖



Worn Aileron Power Control Unit Attachment

SDR submitted:

The Aircraft Maintenance Engineer (AME) was performing a detailed inspection of the right-hand (R/H) aileron panel and surrounding area as per a planned task when he found the R/H aileron out-board power control unit (PCU) link attachment fitting on the aileron to be worn. The excessive wear occurred where the attachment bolt flange bushing is installed. The flange bushing was found loose and had migrated slightly and showed evidence of rotating within the link-fitting.

The aileron panel assembly was replaced with a serviceable unit and the aeroplane was returned to service following the heavy maintenance check.



Transport Canada Comments:

This condition can cause excessive backlash in the aileron system and damage to the PCU link and attachment fitting.

Transport Canada Civil Aviation (TCCA) is advising all CRJ100/200 owners, operators and maintainers of this possible condition. ✖

Nose Landing Gear Door Actuator Mount - Cracks

SDR submitted:

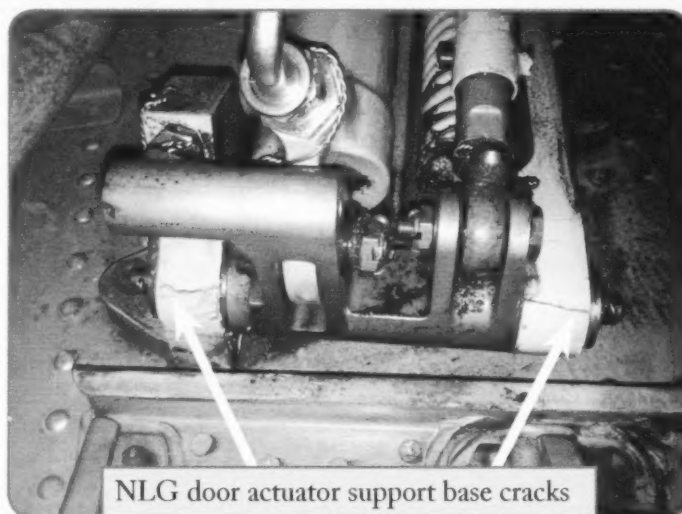
During a routine inspection, the maintenance engineer found cracks on both lower lugs of the nose landing gear (NLG) door actuator support base. The base is mounted on the right wall in the forward section of the nose wheel well.

The base was replaced and the aeroplane was made serviceable.

Transport Canada Comments:

Transport Canada Civil Aviation (TCCA) and the responsible type certificate holder, Bombardier, are working together in assessing this type of failure and its potential implications.

TCCA would like to advise all owners, operators and maintainers of this NLG door actuator support base failure possibility. ✖



Flap Torque-Tube Chaffing

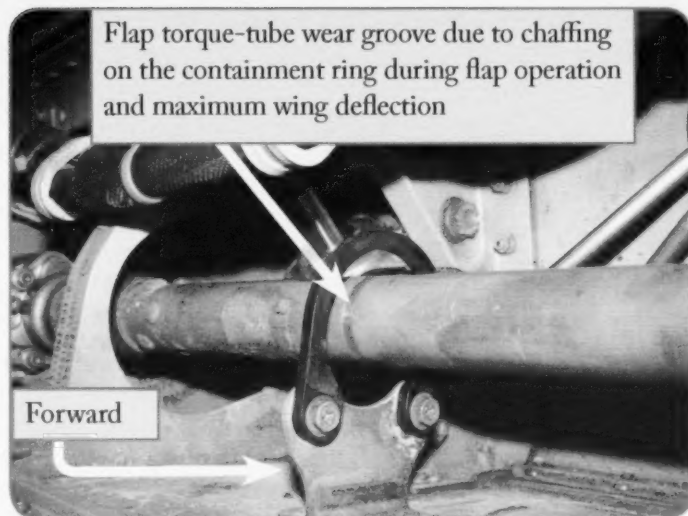
SDR submitted:

During a routine service check inspection, circumferential damage was found on the left-hand flap drive torque-tube at wing station (WS) 128 to WS 97. It was discovered that the torque-tube had been rubbing on the plastic containment ring during flap operation and maximum wing deflection, causing a chaffing condition.

The torque-tube was worn beyond limits and was replaced making the aeroplane serviceable.

Transport Canada Comments:

Bombardier Service Bulletin (SB) 670BA-27-049 introduces a slightly larger containment ring to increase the clearance with the torque-tube and removes the possibility of a chaffing condition during flap operation and maximum wing deflection. ✖



Auxiliary Power Unit Oil Filter Damaged

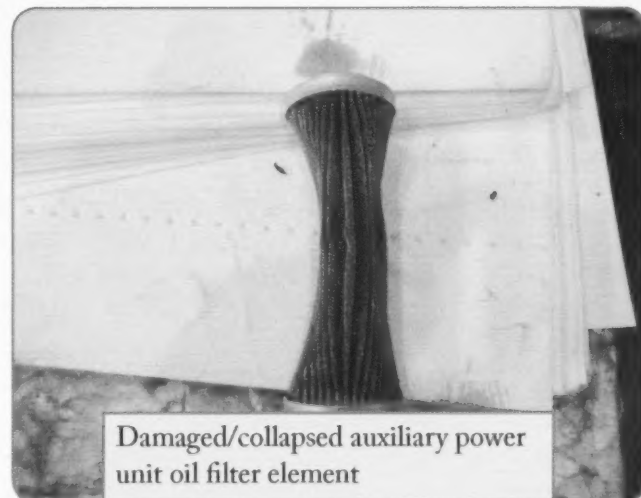
SDR submitted:

A collapsed filter was found during a scheduled replacement of the auxiliary power unit (APU) oil filter element per task 000-49-360-714 (2000 hours interval). The filter was replaced, leak checked and the aeroplane was released for service.

The filter had no trace of excessive contamination to cause the element to collapse where the likely cause was determined to be due to an incorrect installation.

Transport Canada Comments:

It is important to note that for the correct installation of the APU oil filter and to prevent its inadvertent damage, the filter element must first be installed to the lube-module, followed by the oil filter bowl assembly. ✖



Rudder Hinge Assembly Flange - Crack

SDR submitted:

A visual inspection revealed a stress corrosion crack 6.35 cm (2.5 inches) in length, located on the lower rudder hinge bracket flange extension, adjacent to the rudder push pull rod end attachment point.

The rudder was removed to facilitate the replacement of the bottom bracket.

Transport Canada Comments:

Possible contributing factors to stress corrosion cracks could be attributed to flight loads associated with floatplane operations, salt water environment and exposed rudder actuating rod end. ✖



Nose Landing Gear Drag Strut Actuator – Flex Hose Failures

SDR submitted:

After gear up selection, the nose gear did not fully retract and the nose wheel remained extended with the doors still open. The crew noted that #2 hydraulic fluid level and hydraulic pressure were rapidly depleting. The crew declared an emergency and carried out a manual (alternate) gear extension. This situation was compounded by loss of several other aircraft system reliant on #2 hydraulic pressure. Fortunately, an uneventful landing was carried out.

Maintenance personnel soon discovered that a nose landing gear (NLG) drag strut flexible hose had failed at the T-fitting resulting in fluid depletion and pressure from the #2 hydraulic system.

The operator had earlier self-imposed a precautionary life limit of 10 000 cycles and additional inspections on the subject hose in order to reduce hose failures.

Transport Canada Comments:

Bombardier had previously published an article in their monthly ISAR (In-Service Activities Report) 2000-11-3230 to advise and instruct operators on the importance of correct installation/orientation of the T-fitting. In order to prevent leakage and failures; the T-fitting should be installed at a 15-20 degree angle orientation from vertical. This will alleviate pre-loading and kinking as well as reduce failures of the flex hose when the NLG is in the retracted position. The aircraft maintenance manual (AMM) 32-30-06 has been amended accordingly.

Additionally, Transport Canada published Service Difficulty Alert (AV 2003-11) recommending compliance with Bombardier ISAR 2000-11-3230 and adherence to AMM 32-30-06. ✖

Underfloor Electrical Wires - Chafing and Shorting

SDR submitted:

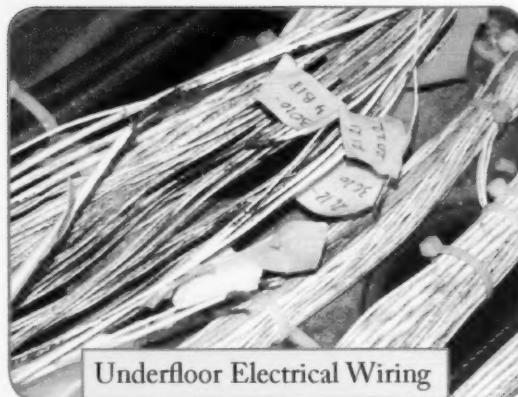
During taxi out for departure, the crew noticed a strong burning smell in the cabin and cockpit. The pilot elected to stop the aeroplane in the central deicing facility and the flight attendants proceeded to disembark all passengers.

During maintenance troubleshooting, several unusual defects were noted. The #2 cargo smoke detector failed to "test", the #1 standby pump "hot" caution light illuminated and the #1 bleed control circuit breaker "popped" whenever the switch was selected to "off". Further investigation revealed numerous electrical wires in the wiring channel located under the cabin floorboards on the left-hand side at passenger Row 1, were chafed/blackened and "shorted" to each other. The damaged wires were repaired, electrical circuits tested and aeroplane returned to service.

The wiring in this area was previously inspected and modified in accordance with Airworthiness Directive (AD) CF-1998-08R2 that mandated Modification 8/2705 and Bombardier Service Bulletin (SB) 8-53-80.

Transport Canada Comments:

It is advisable that maintenance personnel be particularly mindful regarding the condition of electrical wiring, particularly in older model aeroplanes. ✂



Underfloor Electrical Wiring

DORNIER, 328 300

SDR # 20120224002

Hose Clamp Miss-install

SDR submitted:

Following the troubleshooting of an air-conditioning fault, an unusual noise was heard coming from under the floor area around frame 20 (mid fuselage) when operating the rudder pedals.

A visual inspection confirmed that a stainless steel hose clamp for an air-conditioning distribution duct was mistakenly secured around an adjacent rudder control cable.

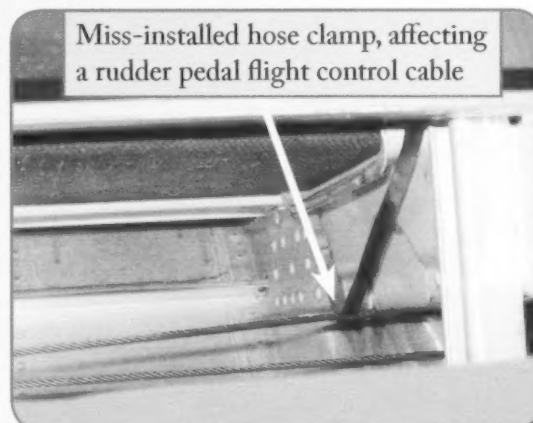
Chaffing marks were found on the transverse floor beam channel and a repair was performed as per Structural Repair Manual (SRM) 53-00-5.

The rudder cable was visually inspected, tension checked and a Non-Destructive Testing (NDT) was performed, with no faults found.

All other cables in the sub floor area were inspected for the same potential defect with no fault found making the aeroplane serviceable.

Transport Canada Comments:

An obvious mistake from the installer where the lesson learnt and standard to take would be to always perform a complete visual inspection of the installed part and its surrounding area to ensure for its correct installation. ✂



Miss-installed hose clamp, affecting a rudder pedal flight control cable

Cracked Main Landing Gear Retract Actuator Spacers

SDR submitted:

The conical spacer was discovered cracked when the left main landing gear (MLG) retract actuator was removed for access to address another problem. The right MLG was also found with the same cracked conical spacer.

The nature of the crack indicates it is being over-loaded on the conical surface resulting in the fracture.

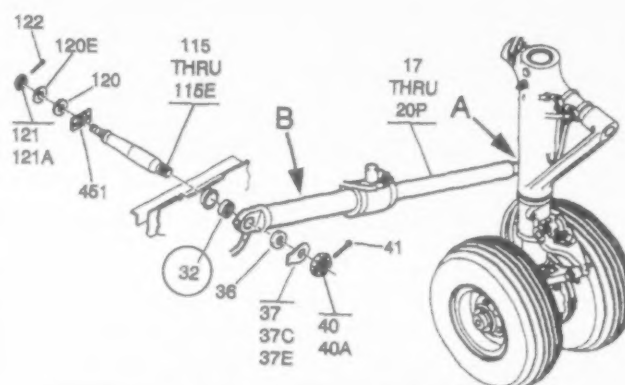
Both of the conical spacers were replaced, making the aeroplane serviceable after the initial problem was corrected.

Transport Canada Comments:

Bombardier Learjet engineering have been advised of this event, including two others in the past 4 years. Learjet analysis has confirmed that the cracking of these spacers is due to stress corrosion and does not create a safety issue.

Transport Canada Civil Aviation is advising all Learjet 60 and 35A owner, operator and maintainers of this possible condition. ✖

Illustrated Parts Catalogue main landing gear side-stay actuator and attachment hardware.



Cracked conical spacers, Item 32



Main Landing Gear Oleo Housing - Cracked

SDR submitted:

Maintenance crew noticed that fluid was leaking around the main landing gear (MLG) shock strut area. After dismantling the brake line bracket that is attached to the strut, a 3.81 cm (1.5 inch) crack was found.

The landing gear trunnion was replaced and the aeroplane was returned to service.

Transport Canada Comments:

A service history review revealed a number of previous service difficulty reports (SDRs) reporting mild to severe corrosion around the area where the stainless steel clamp retains the brake line to the oleo housing. Dissimilar metals are a contributing factor to this corrosion problem.

Additionally, the landing gear is in line with the exhaust trail emissions and this combined with the clamp holding moisture can also promote corrosion. ✖

ENGINES

AVCO LYCOMING, IO-540-AE1A5

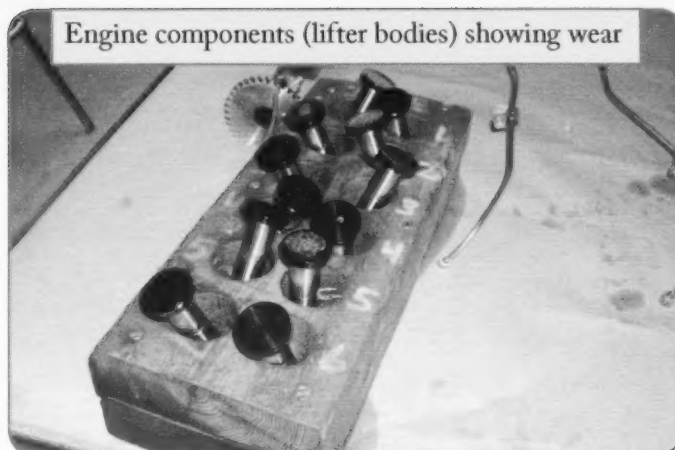
SDR # 20120228023

Engine Wear

SDR submitted:

Metal was found in the oil filter during a 50 hour inspection. Follow-up inspections were conducted in accordance with Lycoming Service Instruction-1492d. The aeroplane was ground run for 30 minutes - no metal found in filter.

The aeroplane was flown for one hour and the oil filter was again removed for inspection. Metal was again found in the filter and the engine was then removed for inspection and overhaul.



Transport Canada Comments:

When an aeroplane engine shows signs of wear outside of what would be considered normal, questions must be asked as to the cause. If a reasonable explanation cannot determine the cause of the fault, teardown or overhaul is often the only choice.

Good job by the maintenance team for following up after the ground runs even though the engine appeared to be operating normally. This is a good example of due diligence and following manufacturer's instruction (SI-1492d). Had the engine been allowed to continue to operate, a potentially serious situation such as complete engine failure was likely to have occurred. ✖

CFM INTERNATIONAL, CFM56-7B24

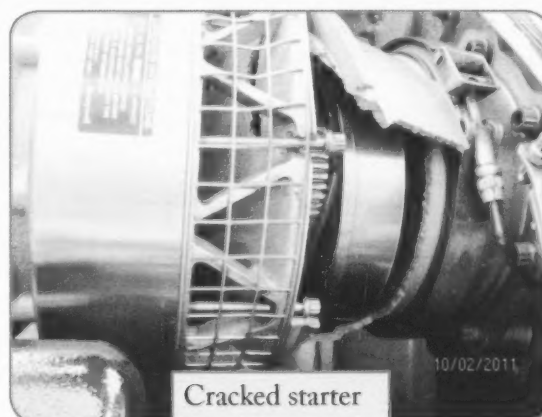
SDR # 20111004005

Cracked Starter Causing Oil Loss / Engine Shutdown

SDR submitted:

While en route, the crew noticed a low oil quantity indication of 2 quart for the #1 engine. The oil pressure and temperatures were reported to be normal for the next 40 minutes when the quantity dropped to zero and pressure dropped to minimum values. The low oil pressure warning for the number 1 engine annunciated. The flight crew shut down the number 1 engine and the aeroplane landed.

Maintenance found that the number 1 engine starter sustained significant fracture damage to the housing assembly. With the CFM56 shared oil with the starter it is suspected that this was the exit point for the engine oil. Using recorded data, it was confirmed that the oil pressure limitations were not exceeded. Maintenance actions and engine runs carried out as per the aircraft maintenance manual and the aeroplane was released for service.



Transport Canada Comments:

The exact cause of the failure is not known, however the overhaul report stated that the 'Failed gear housing allowed oil loss, ultimately causing an in flight shut down. ✖

Cracked Anti-Ice Fitting Affecting Engine Performance

SDR submitted:

The engine would not develop full power at altitude. Maintenance discovered that a fitting on the anti-ice shield was cracked, affecting the p2t2 sensor. This caused the single red-line (SRL) computer to control the exhaust gas temperature (EGT) incorrectly. The fitting was replaced and the aeroplane was returned to service. No further incidents were reported by flight crew.

Transport Canada Comments:

Good job troubleshooting this potentially difficult snag! ✂



HAMILTON STANDARD, 14SF-7

SDR # 20111122004

Broken Propeller Bearing Race

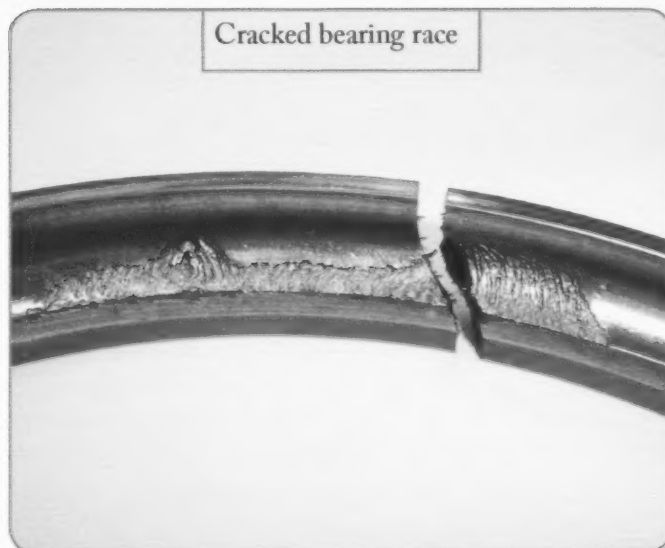
SDR submitted:

During the replacement of the aeroplane's left propeller actuator, the engineer noticed that the #1 blade outer race located inside the propeller hub was broken. A visual inspection of the #1 blade outer race revealed plating missing on the lower section of the race near the fracture point and bearing marks along the race. Fragments of metal were also observed at the fracture point, standing straight as if the race was magnetized. The remaining blades were removed and the #4 blade outer race was found with a small area of plating missing and bearing marks along the race. The propeller hub is currently being replaced. Similar damages were reported a few weeks previously on the right propeller of the same aeroplane. The hub assembly has been shipped to a repair station for a detailed inspection/evaluation.

Transport Canada Comments:

Well done by the engineer who discovered this discrepancy.

It is important to conduct area inspections when carrying out line maintenance tasks especially with high time components. ✂



Improper Use Of Tooling Causing In Flight Shutdown

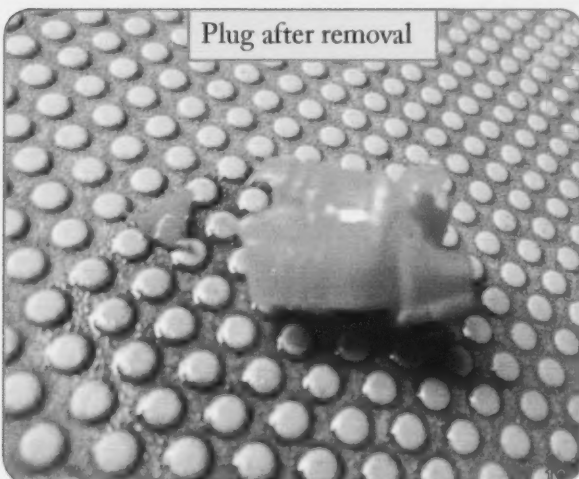
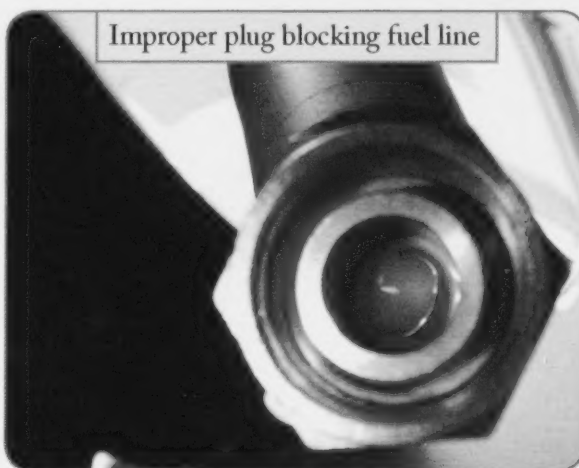
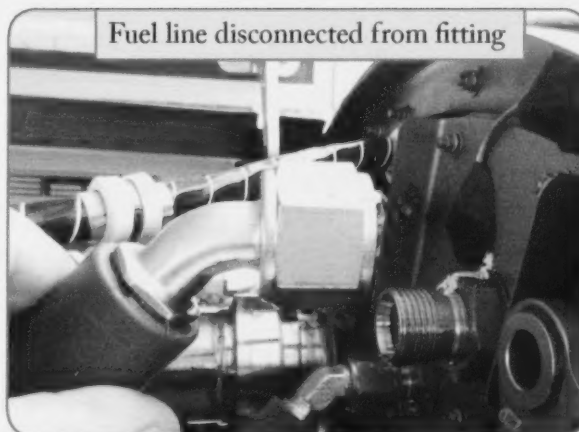
SDR submitted:

Pilot reports that after takeoff at approx 1200 Feet, during clean up of the flight deck configuration, the #2 engine fuel auxiliary pump was selected off. Approximately 5 to 10 seconds after the pump was selected off, the engine began to surge with an associated fuel pressure master caution light and then the engine failed. The pilot returned to base.

Maintenance found a protective cap inside a flex line going to the Fuel Metering Unit.

Transport Canada Comments:

Improper use of various tooling including protective caps can cause many problems such as blocked pitot/static ports, weight on wheel configuration problems as well as damaged structure or components. Instructions for correct tool use must be followed at all times including ensuring that the tool is in proper condition. Any warning devices or flags to remind maintainers to remove the tool prior to maintenance release must also be in place and intact. ✖



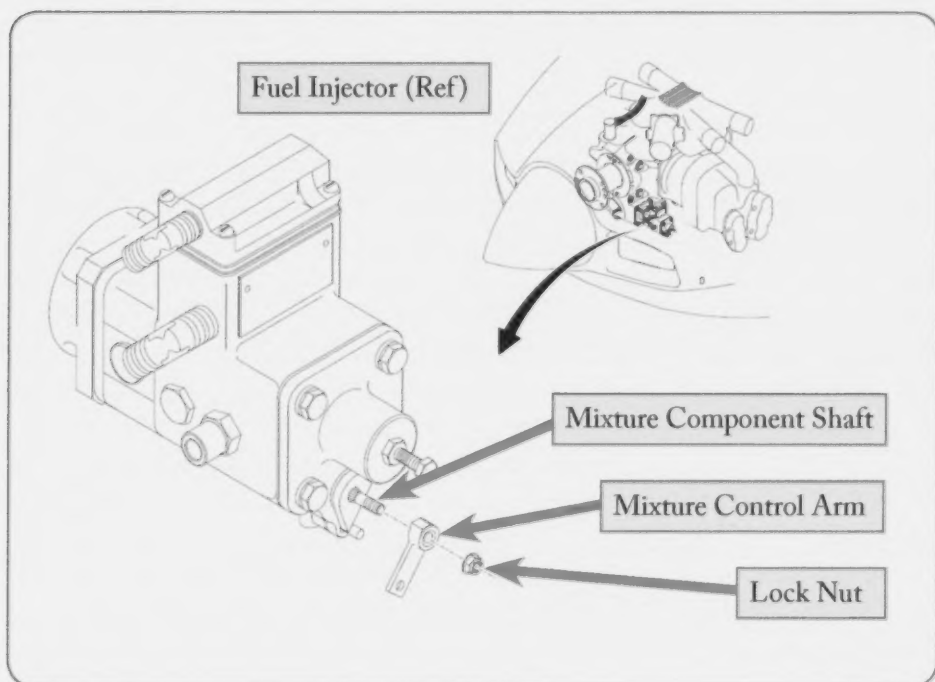
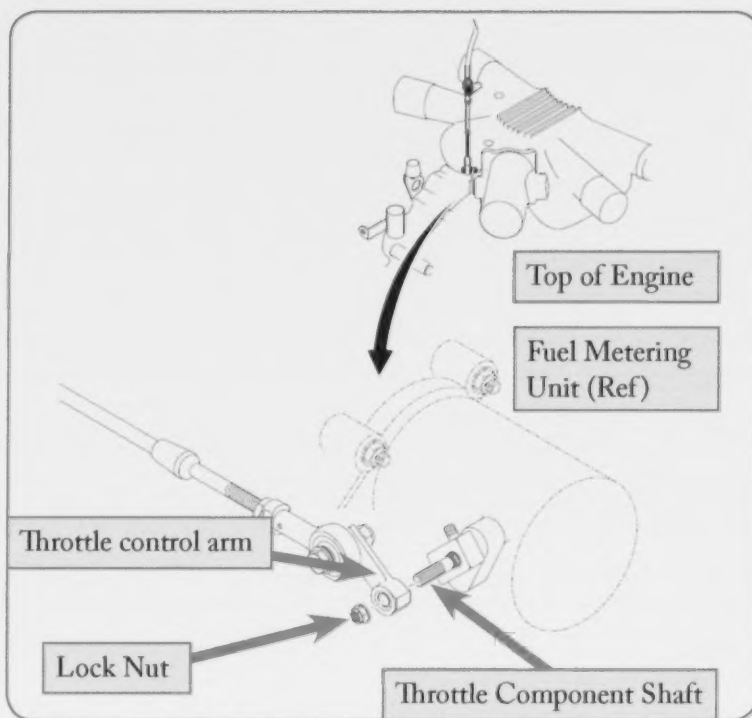
Engine Control Service Information Letter

SDR submitted:

On final approach, the engine would not respond to throttle input. The engine was shut-down with the mixture lever cut-off and the aeroplane landed short of the paved runway in the grass. There was no injury to the crew or passengers and no physical damage to the aeroplane. A post-flight inspection revealed damage to the splines on throttle body lever-to-cable hook-up.

Transport Canada Comments:

Diamond Aircraft has released Service Information Letter 20C1-006 which describes inspection and maintenance of both the throttle and mixture control arms. It is important that operators inspect their aeroplanes in accordance with these instructions. ✖



EQUIPMENT AIRWORTHINESS DIRECTIVES (ADs)

Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: www.tc.gc.ca/cawis-swimn

| MANUFACTURER | AD NUMBER | ORIGIN | DESCRIPTION |
|--|------------|---------------|---|
| HONEYWELL | 2012-26-15 | United States | Pressure measurement error in the air pressure transducer |
| INTERTECHNIQUE | 2012-0254 | Europe | Oxygen – Flight Crew Oxygen Mask Regulator – Identification / Operational Procedure / Replacement |
| SIERRA | 2012-23-01 | United States | Failure of the Flap System |
| SOCIETE DE MOTORISAT STC 10013975 STC EASA.A.S.00774 | 2012-0075 | Europe | Turbocharger and Intercooler Hoses – Replacement |
| STC 892NW STC 927NW | 2012-23-01 | United States | Failure of the Flap System |

SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

| SAIB NUMBER | MAKE/COMPANY | SUBJECT | ISSUE DATE |
|---|---|---|------------|
| FEDERAL AVIATION ADMINISTRATION - www.faa.gov/aircraft/safety/alerts/SAIB/ | | | |
| NM-13-02 | Boeing Company, The | Air Conditioning: Air Distribution System | 10/22/12 |
| NM-13-03 | Airbus | Hydraulic Power System: Power Transfer Unit | 10/23/12 |
| NE-13-04 | Continental Motors | Continental Motors, Inc. (CMI) Connecting Rod Piston Pin Bushing Inspection | 10/31/12 |
| SW-13-05 | Transport Category Aircraft Weber Aircraft LLC | Passenger Compartment Equipment: Seat to Seat Track Attach Fittings | 11/02/12 |
| NE-13-06 | Engine Components International Lycoming Engines | Pushrod Shroud Spring Retainers, Engine Components Part No. AEL14995, for Lycoming Engines 320, 360, and 540 Series Engines | 11/21/12 |
| SW-13-08 | Aspen Avionics | Navigation – Avionics and Multifunction Displays | 12/13/12 |
| CE-13-07 | Cessna Aircraft Company | Engine Exhaust; Tailpipe V-band Couplings | 12/13/12 |
| CE-13-09 | Cessna Aircraft Company | Doors: Cargo/Baggage Door | 12/14/12 |
| CE-13-10 | M7 Aerospace LLC | Windshield/Door Rain/Ice Removal | 12/21/12 |
| SW-13-11 | Robinson Helicopter Company | JASC Code 2810 Fuel Storage Robinson Helicopter Company Bladder Fuel Tank Retrofit | 12/26/12 |
| NM-13-12 | Part 23 Part 25 | Awareness of NTSB Performance Study and Addendum | 12/27/12 |
| European Aviation Safety Agency - http://ae.easa.europa.eu/sib/docs/page-1 | | | |
| 2012-18 | | Potential effects of inflated floats or float-type landing gears on flight characteristics of helicopters | 10/25/12 |
| 2012-20 | | Impact of thickened de/anti-icing fluids on aircraft performance | 11/20/12 |
| 2012-16R1 | Airbus | Hydraulic Systems – Implementation of automatic Power Transfer Unit inhibition logic | 11/21/12 |
| 2012-21 | | European Geostationary Navigation Overlay Service Availability in North and North East of Europe | 12/19/12 |
| 2012-10 | | Single Event Effects (SEE) on Aircraft Systems caused by Cosmic Rays | 5/23/2012 |

SERVICE DIFFICULTY REPORTS (SDRs)

LEGEND

JASC: Joint Aircraft System Code number
defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA)
assigned SDR control number—please quote
in any correspondence or inquiries

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific
ONT = Ontario
ATL = Atlantic
VAR = Various

PNR = Prairie and Northern
QUE = Quebec
NCR = Ottawa (Headquarters)

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|---------------------|------|---|----------------|-------------------|-------------|-----|
| AIRCRAFT | | | | | | |
| <i>AEROSPATIALE</i> | | | | | | |
| AS 350 | 6420 | LAMINATED BEARING | 704A33633261 | CRACKED | 20121012016 | ONT |
| AS 350B2 | 1410 | HYDRAULIC PRESSURE HOSE | 704A34412253 | LEAKING | 20121120001 | ATL |
| AS 350B2 | 2900 | FORWARD HYDRAULIC PRESSURE SERVO | 704A34412253 | LEAKING | 20121104002 | ATL |
| AS 350B2 | 2900 | HYDRAULIC LINE | 704A34412253 | LEAKING | 20121128007 | PNR |
| AS 350B2 | 5302 | TAILBOOM | 350A2300000507 | UNSERVICEABLE | 20121003015 | PNR |
| AS 350B2 | 6220 | SCREW | 22201BC060024L | SHEARED | 20121213009 | PNR |
| AS 350B2 | 6220 | STOP LATERAL | 350A21138822 | NEW | 20121113011 | PNR |
| AS 350B2 | 6300 | DISC ASSEMBLY COUPLING | 350A35105901 | CRACKED | 20121104001 | ATL |
| AS 350B2 | 6520 | INPUT SEAL | 770441 | CRACKED | 20121002007 | PAC |
| AS 350B2 | 6730 | SERVO | | INSTALL | 20121206001 | QUE |
| AS 350B2 | 6730 | SERVO | AC67244 | LEAKING | 20121012009 | PNR |
| AS 350B2 | 7160 | UPPER HOUSING | 1350A31 | WORN | 20121207004 | PAC |
| AS 350B2 | 7321 | ANTICIPATOR CABLE | 704A34130141 | UNSERVICEABLE | 20121203017 | QUE |
| AS 350B2 | 7920 | UNION | DHS61321123 | WORN | 20121108008 | QUE |
| AS 350B2 | 7921 | MOTOR FAN | MS5750V01 | UNSERVICEABLE | 20121002005 | QUE |
| AS 350BA | 6730 | SERVO | | FROZEN | 20121102002 | PNR |
| AS 350FX2 | 6420 | LAMINATED BEARINGS | 704A33633261 | UNSERVICEABLE | 20121017005 | PNR |
| ATR 42 300 | 3222 | AXLE | D567971 | SHEARED | 20121119013 | ONT |
| ATR 42 320 | 5344 | BRACKET | 876114205 | CRACKED | 20121109009 | ONT |
| <i>AGUSTA</i> | | | | | | |
| A109S | 2810 | MAIN FUEL TANK | 109090069103 | CHAFFING | 20121003017 | ONT |
| <i>AIR TRACTOR</i> | | | | | | |
| AT 802A | 5313 | TUBE TOP LONGERON | 110298 | CRACKED | 20121023005 | PAC |
| <i>AIRBUS</i> | | | | | | |
| A310 308 | 2750 | BOLT | NAS130324D | WEAR | 20121127002 | QUE |
| A310 308 | 3110 | VERY HIGH FREQUENCY CONTROL PANEL | 8992125014 | OVERHEATED | 20121203005 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-------------------------|------|---|--------------|---------------------|-------------|-----|
| A319 114 | 2131 | CABIN PRESSURE CONTROLLER | | FAILED | 20121205003 | QUE |
| A319 114 | 2910 | HYDRAULIC LINE | 2380658505 | LEAKING | 20121211018 | QUE |
| A319 114 | 4920 | AUXILIARY POWER UNIT | | FAILED | 20121015008 | QUE |
| A320 211 | 2120 | AVIONICS EQUIPMENT VENTILATION CONTROLLER | | FAILED | 20121105025 | QUE |
| A320 211 | 2211 | FLIGHT MANAGEMENT GUIDANCE ENVELOPE COMPUTER | | FAILED | 20121203002 | QUE |
| A320 211 | 2530 | OVEN CONTROLLER | | FAILED | 20121002001 | QUE |
| A320 214 | 2530 | OVEN | 8201070000 | FAILED | 20121010002 | QUE |
| A320 214 | 3040 | WINDOW HEAT COMPUTER | 66642023 | FAILED | 20121213003 | QUE |
| A321 211 | 3260 | CONNECTOR | | DISCONNECTED | 20121001002 | QUE |
| <i>BAE - (RAYTHEON)</i> | | | | | | |
| HAWKER 800XP | 2820 | LEVER | 25CX1135AC | CORRODED | 20121120006 | ONT |
| <i>BEECH</i> | | | | | | |
| 100 | 5751 | AILERON TOP SKIN | 991300003 | USED | 20121105023 | PNR |
| 1900C | 2100 | COMPRESSOR | SD53U | SEIZED | 20121203020 | PNR |
| 1900C | 2840 | PANEL | 1181100965 | PAINT MISSING | 20121022015 | QUE |
| 1900C | 3120 | VERTICAL SPEED INDICATOR | 66011712304 | INTERNAL DAMAGE | 20121120003 | PAC |
| 1900C | 3230 | MAIN LANDING GEAR RELAY | MS24171D1 | FAILED | 20121023007 | PAC |
| 1900D | 3230 | CIRCUIT BREAKER 60 AMPERE | 16001260 | LOOSE CONNECTION | 20121220006 | PNR |
| 1900D | 5551 | HORIZONTAL STABILIZER ATTACHMENT ANGLE | 1016400113 | CRACKED | 20121129002 | ONT |
| 200 | 5610 | WIRE | H15A8 | OVERHEATED | 20121101005 | PAC |
| 200 | 7540 | CHECK VALVE ASSEMBLY | 13022 | LEAKING | 20121011007 | PNR |
| 58 | 2810 | WET WING TIP | 601700101 | LEAKING FUEL | 20121108003 | ONT |
| A100 | 2820 | FUEL SYSTEM | NOT REPORTED | | 20121025005 | PNR |
| A100 | 2914 | SOLENOID VALVE | 25400 | USED | 20121022022 | QUE |
| A100 | 3233 | LEFT HAND MAIN GEAR ACTUATOR | ADI79990033 | LEAK | 20121022021 | QUE |
| A100 | 3233 | MAIN LANDING GEAR ACTUATOR | ADI79990033 | LEAK | 20121022020 | QUE |
| A100 | 5510 | BRACKET | 115440312 | CRACKED | 20121122001 | QUE |
| A100 | 5511 | RIB AFT LEFT HAND | 115620010255 | BROKEN | 20121024003 | QUE |
| B200 | 3233 | ELBOW | AN8376 | DEFECTIVE | 20121114009 | PNR |
| B200 | 3242 | BRAKE PISTON | 9205200 | OLD | 20121204010 | ONT |
| B200 | 5610 | WINDSHIELD | | CRACKED | 20121009013 | PNR |
| B200 | 7532 | BRAKE DE-ICE AIR VALVE | 10138101111 | VALVE LEAKING | 20121009001 | PNR |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|---------------------------|------|---|----------------|------------------------|-------------|-----|
| B200GT | 5753 | FLAP FAIRING SKIN | 5011002817 | CRACKED | 20121114005 | PNR |
| B300 | 2720 | NATIONAL AERONAUTICAL STANDARD BOLT | NAS464P414 | BROKEN | 20121004004 | PNR |
| B300 | 3233 | MAIN LANDING GEAR ACTUATOR | 1013880141 | UNSERVICEABLE | 20121102006 | PNR |
| B300 | 5610 | PILOT'S WINDSHIELD | 1013840257 | UNSERVICEABLE | 20121210001 | ATL |
| E90 | 3210 | TORQUE TUBE SUPPORT BRACK | 508102272 | CRACKED | 20121004006 | PNR |
| <i>BELL TEXTRON - CA</i> | | | | | | |
| 206B | 2140 | HEATER | 27D39 | SHORTED | 20121203008 | PNR |
| 206B | 2140 | HEATER MOTOR | 27D39 | BURNT MOTOR | 20121030001 | PNR |
| 206B | 2562 | EMERGENCY LOCATOR TRANSMITTER | S182250202 | LOW RADIO FREQUENCY | 20121205011 | PNR |
| 206B | 2900 | HYDRAULIC HOSE ASSEMBLY | 70061F000D132A | TOO SHORT | 20121113010 | PAC |
| 206B | 3452 | ENCODER | SSD12030A | FAILED | 20121023008 | PNR |
| 206B | 6230 | MAIN ROTOR MAST POLE | 206010332101 | MECHANICAL DAMAGE | 20121029009 | PNR |
| 206B | 6300 | MAIN DRIVESHAFT | 206040015103 | UNSERVICEABLE | 20121120012 | QUE |
| 206B | 6320 | DRAG PIN ASSEMBLY | 206031509101 | LOOSE | 20121106009 | PNR |
| 206B | 6320 | MAGNETIC ACCESSORY GEARBOX SEAL | 206040156101 | LEAKING | 20121106008 | PNR |
| 206B 3 | 6230 | MAIN ROTOR MAST | 206010332121 | SEPERATED | 20121115010 | QUE |
| 206L 1 | 6210 | MAIN ROTOR BLADE | 206015001115 | CRACKED | 20121116009 | QUE |
| 206L 4 | 5310 | ROOF SHELL ASSEMBLY | 206033201333 | CRACKED | 20121214006 | QUE |
| 206L 4 | 5313 | STIFFENER RIGHT HAND | 206033110239 | CRACKED | 20121122004 | QUE |
| 206L 4 | 5713 | STIFFENER RIGHT HAND | 206033110239 | CRACKED | 20121122005 | QUE |
| 206L 4 | 6210 | MAIN ROTOR BLADE | 206015001015 | CRACKED | 20121011008 | QUE |
| 407 | 6210 | EROSION STRIP | | CRACKED | 20121220005 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220007 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220008 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220009 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220010 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220011 | QUE |
| 407 | 6510 | FLANGE | | CRACKED | 20121220012 | QUE |
| 407 | 7300 | ELECTRONIC CONTROL UNIT | 23088484 | NUISANCE FAULTS | 20121015011 | QUE |
| 429 | 2810 | MEMBRANE | 5084411 | LEAKING | 20121126017 | QUE |
| 429 | 2810 | MEMBRANE | 5084411 | LEAKING | 20121126018 | QUE |
| 429 | 5302 | NUT PLATE | NAS1794A62 | CRACKED | 20121214008 | QUE |
| 429 | 6420 | FLAPPING BEARING | 429312103109 | FAILED | 20121214010 | QUE |
| 429 | 7800 | 3M TAPE #363 | 363200WIDE | DEPARTED | 20121017004 | QUE |
| <i>BELL TEXTRON - USA</i> | | | | | | |
| 212 | 6220 | OUT BOARD FITTING | 204012103005 | EXCESSIVE WEAR | 20121206003 | PAC |
| 212 | 7120 | TRIPOD MOUNT ASSEMBLY | D3684041 | USED | 20121206010 | ONT |
| 412CF | 6320 | LIFT LINK | 212030104101 | SCRAP | 20121115006 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|---------------|------|--|--------------|---------------------|-------------|-----|
| 412EP | 6300 | TRANSMIT INPUT ADAPTOR | 412040136101 | CORROSION | 20121012014 | QUE |
| <i>BOEING</i> | | | | | | |
| 727 225 | 2730 | SPOOL VALVE HOUSING | 65178234 | SEPERATED | 20121210006 | ONT |
| 727 225 | 2810 | FUEL CAP | 103297147 | MISSING | 20121207008 | ONT |
| 727 243 | 2782 | SLAT ACTUATOR SUPPORT | 651724123 | FAILED | 20121122007 | PAC |
| 737 2S2C | 2750 | PIN | 657660601 | FAILED LOCKING | 20121113005 | ONT |
| 737 2S2C | 2751 | FLAP SYSTEM | | INDICATION FAULT | 20121019006 | ONT |
| 737 2S2C | 2797 | FLAP POSITION TRANSMITTER | | CONNECTOR FAIL | 20121023009 | ONT |
| 737 53A | 2400 | TRANSFORMER | FT1145 | UNSERVICEABLE | 20121129004 | QUE |
| 737 6CT | 2910 | ELECTRIC MOTOR DRIVEN PUMP | 5718610 | LEAKING | 20121109007 | PNR |
| 737 6CT | 520 | CABIN SMELL | | BURNING SMELL | 20121122006 | PNR |
| 737 6CT | 5270 | L1 DOOR | | INDICATION FAULT | 20121019003 | PNR |
| 737 76N | 2100 | AIR CYCLE MACHINE | S210A0014 | FAILED | 20121205001 | PNR |
| 737 7CT | 2100 | CABIN AIR QUALITY | | FUMES | 20121106002 | PNR |
| 737 7CT | 2210 | MODE CONTROL PANEL | 4082260939 | FAILED | 20121205010 | PNR |
| 737 7CT | 2410 | GENERATOR CONTROL UNIT | 762185H | FAILED | 20121205008 | PNR |
| 737 7CT | 2751 | INDICATOR POSITION | 2061151 | UNSERVICEABLE | 20121009009 | PNR |
| 737 7CT | 2844 | FUEL INDICATION | | FAILED | 20121221004 | PNR |
| 737 7CT | 2910 | HYDRAULIC HOSE | 1550121221 | LEAKING | 20121009007 | PNR |
| 737 7CT | 3230 | SWITCH | MS250114 | UNSERVICEABLE | 20121002004 | PNR |
| 737 7CT | 3230 | SWITCH | MS250114 | UNSERVICEABLE | 20121101003 | PNR |
| 737 7CT | 3411 | PITOT STATIC SYSTEM | | SPLIT | 20121126011 | PNR |
| 737 7CT | 3610 | BLEED AIR REGULATOR | 1074926 | FAILED | 20121113001 | PNR |
| 737 7CT | 5210 | RELEASE PIN | 141A60761 | FAILED | 20121120008 | PNR |
| 737 7CT | 5297 | FLIGHT LOCK SWITCH WIRE | | BROKEN | 20121009015 | PNR |
| 737 7CT | 5610 | #2 SLIDING WINDOW | 141A481039 | SHATTERED | 20121031006 | PNR |
| 737 8AS | 5210 | ARM ASSEMBLY | 141A60752 | UNSERVICEABLE | 20121220003 | ATL |
| 737 8CT | 2610 | OVERHEAT ELEMENT | 898003 | FAILED | 20121029004 | PNR |
| 737 8CT | 2730 | FEEL COMPUTER | 162700100 | FAILED | 20121022019 | PNR |
| 737 8CT | 4930 | AUXILIARY POWER UNIT | | AUTO SHUT- DOWN | 20121109005 | PNR |
| 737 8CT | 5610 | #2 SLIDING WINDOW | 641A48105 | SHATTERED | 20121031005 | PNR |
| 757 2B7 | 2510 | INERTIA REEL | 10890001 | FAILED | 20121203018 | PNR |
| 767 333 | 2700 | STICK SHAKER | | RESET | 20121017002 | QUE |
| 767 333 | 520 | NO PARTS | | FUEL LEAK | 20121204009 | QUE |
| 767 35H | 5330 | FUSELAGE SKIN | | CORRODED | 20121221008 | QUE |
| 767 375 | 2420 | INTEGRATED DRIVE GENERATOR | 739515C | FAILED | 20121121001 | QUE |
| 767 375 | 2752 | LEFT HAND FLAP OUT-BOARD CONTOUR TRACK | 113T83331 | FRACTURED | 20121119007 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-----------------------|------|---|---------------|-------------------|-------------|-----|
| 767 375 | 3400 | NAVIGATION SYSTEM | | FAILED | 20121217006 | QUE |
| 767 38E | 2120 | RECIRCULATION FILTER | | CONTAMINATED | 20121001001 | QUE |
| 777 333ER | 2822 | FUEL BOOST PUMP | 568130080002 | FAILED | 20121217005 | QUE |
| 777 333ER | 3520 | REGULATOR #10 | B199251 | CORROSION | 20121123004 | QUE |
| BOMBARDIER | | | | | | |
| BD 100 1A10 | 3230 | SIDE STAY ACTUATOR | 40300103 | FAILED | 20121207001 | QUE |
| BD 100 1A10 | 3411 | PITOT DRAIN TRAPS | | CRACKED | 20121123001 | QUE |
| BD 100 1A10 | 4900 | AUXILIARY POWER UNIT | 38007751 | FAILED | 20121126013 | QUE |
| BD 100 1A10 | 4940 | AUXILIARY POWER UNIT | 21195841002 | SERVICEABLE | 20121030005 | ATL |
| BD 700 1A10 | 3246 | MAIN LANDING GEAR WHEEL | 31599 | DAMAGED | 20121206004 | QUE |
| BD 700 1A10 | 5512 | VERTICAL STABILIZER LEFT HAND SKIN | GD24440003 | CORRODED | 20121126012 | QUE |
| BD 700 1A11 | 5532 | VERTICAL STABILIZER LEFT HAND & RIGHT HAND SKINS | GD24440004100 | CORRODED | 20121127005 | QUE |
| BD 700 1A11 | 5712 | RIB | GD41715883 | CRACKED | 20121211010 | QUE |
| CL600 2B19 (RJ100) | 2721 | YAW DAMPER ACT | | FAILED | 20121126010 | QUE |
| CL600 2B19 (RJ100) | 2721 | YAW DAMPERS | | FAILED | 20121114012 | QUE |
| CL600 2B19 (RJ100) | 2750 | BRAKE AND POSITION SENSING UNIT | 855D10013 | FAILED | 20121107002 | PNR |
| CL600 2B19 (RJ100) | 2750 | FLAP ACTUATOR | | FAILED | 20121107003 | PNR |
| CL600 2B19 (RJ100) | 2750 | FLAP CONTROL LEVER | 7805013 | FAILED | 20121113004 | PNR |
| CL600 2B19 (RJ100) | 2750 | FLAP SYSTEM | | FAILED | 20121116010 | QUE |
| CL600 2B19 (RJ100) | 2752 | FLAP ACTUATOR | | FAILED | 20121120007 | ATL |
| CL600 2B19 (RJ100) | 2752 | FLAP ACTUATOR | 852D10025 | FAILED | 20121024006 | ATL |
| CL600 2B19 (RJ100) | 2760 | SPOILER ELECTRONIC CONTROL UNIT | 4916420 | FAILED | 20121221006 | QUE |
| CL600 2B19 (RJ100) | 2760 | SLIDER BLOCK | 601R906071 | FAILED | 20121206002 | ONT |
| CL600 2B19 (RJ100) | 2761 | FLIGHT SPOILER ASSEMBLY | 6001060273 | BUSHINGS WORN | 20121108010 | ATL |
| CL600 2B19 (RJ100) | 2910 | HYDRAULIC TUBE | | FAILED | 20121109006 | QUE |
| CL600 2B19 (RJ100) | 3230 | HANDLE ASSEMBLY LANDING GEAR MANUAL RELEASE | 601R850873 | NEW | 20121024004 | ATL |
| CL600 2B19 (RJ100) | 3231 | DOOR SELECTOR VALVE | 750006000 | FAILED | 20121012005 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-----------------------|------|--|----------------|-------------------|-------------|-----|
| CL600 2B19 (RJ100) | 3233 | ACTUATOR SIDE STAY | 17008115 | FAILED | 20121018001 | QUE |
| CL600 2B19 (RJ100) | 3246 | LEFT HAND MAIN LANDING GEAR WHEEL TIRE | 274380 | BLOWN | 20121128002 | QUE |
| CL600 2B19 (RJ100) | 3250 | HYDRAULIC SERVO VALVE | 167368722103 | FAILED | 20121016003 | QUE |
| CL600 2B19 (RJ100) | 3250 | SCISSOR LINK DISCONNECTED | | DISCONNECTED | 20121212011 | QUE |
| CL600 2B19 (RJ100) | 3320 | SIDEWALL LIGHT ASSEMBLY | BC10065003 | SOCKET IS BURNT | 20121116008 | ATL |
| CL600 2B19 (RJ100) | 4920 | OIL COOLER FAN | 38846295 | UNSERVICEABLE | 20121114003 | ONT |
| CL600 2B19 (RJ100) | 5312 | PANEL ASSEMBLY BULKHEAD | 4656004AK501 | CRACKED | 20121211017 | QUE |
| CL600 2B19 (RJ100) | 5312 | PRESSURE BULKHEAD | 601R36008205 | CRACKED | 20121218003 | QUE |
| CL600 2C10 (RJ700) | 2100 | AIR CYCLE MACHINE | GG670950095 | SEIZED | 20121011002 | QUE |
| CL600 2C10 (RJ700) | 2100 | AIR CYCLE MACHINE | GG670950095 | OVERHEATED | 20121024009 | QUE |
| CL600 2C10 (RJ700) | 2110 | AIR CYCLE MACHINE | GG670950363 | FAILED | 20121205006 | QUE |
| CL600 2C10 (RJ700) | 2721 | PANEL TRIM AILERON/RUDDER | CC670511143 | FAILED | 20121211014 | QUE |
| CL600 2C10 (RJ700) | 2731 | TRIM PANEL AILERON/RUD | CC670511143 | FAILED | 20121206007 | QUE |
| CL600 2C10 (RJ700) | 2760 | SLAT FLAP ELECTRONIC CONTROL UNIT #1 | 766389R | OVERHEATED | 20121221001 | QUE |
| CL600 2C10 (RJ700) | 2782 | SLAT ACTUATOR | 766383C | FAILED | 20121221003 | QUE |
| CL600 2C10 (RJ700) | 2910 | HOSE ASSEMBLY | AE2463513E0097 | RUPTURED | 20121108009 | QUE |
| CL600 2C10 (RJ700) | 3300 | FLOOD LIGHT | 2LA00691300 | OVERHEATED | 20121112002 | QUE |
| CL600 2D15 (705) | 2910 | HYDRAULIC LINE | MM67075131001 | LEAKING | 20121109008 | ATL |
| CL600 2D15 (705) | 3010 | SPIRAL CORD | CC670129995 | CHAFED | 20121102004 | ATL |
| CL600 2D15 (705) | 520 | FUSELAGE SKIN | | DENTED | 20121024002 | ATL |
| CL600 2D15 (705) | 5610 | FIRST OFFICER SIDE WINDOW | 601R3303324 | CRACKED | 20121003013 | ATL |
| CL600 2D24 (RJ900) | 2121 | AVIONIC COOLING FAN | | FAILED | 20121016004 | QUE |
| CL600 2D24 (RJ900) | 2400 | TERMINAL LUG CONNECTION | YAEV4CL3 | OVERHEATED | 20121212017 | QUE |
| CL600 2D24 (RJ900) | 2420 | INTEGRATED DRIVE GENERATOR | 766277B | FAILED | 20121012013 | QUE |
| CL600 2D24 (RJ900) | 2500 | LAVATORY FAN EXHAUST | AE0607B01 | FAILED | 20121214001 | QUE |
| CL600 2D24 (RJ900) | 2710 | BEARING | MB541DD | FAILED | 20121017008 | QUE |
| CL600 2D24 (RJ900) | 2782 | #1 SLAT ACTUATOR | 766383C | FAILED | 20121218005 | QUE |
| CL600 2D24 (RJ900) | 3241 | BRAKE TEMPERATURE MONITOR SYSTEM | 6007300 | FAILED | 20121002003 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|------------------------|------|------------------------------------|-------------|-------------------|--------------|-----|
| CL600 2D24 (RJ900) | 3620 | FIRE LOOPS | | OUT OF POSITION | 20121212013 | QUE |
| CL600 2D24 (RJ900) | 5610 | WINDSHIELD | | CRACKED | 20121211016 | QUE |
| CL600 2D24 (RJ900) | 5610 | WINDSHIELD | NP139322 | CRACKED | 20121119011 | QUE |
| <i>CANADAIR</i> | | | | | | |
| CL215 6B11(CL415) | 2720 | BEARING | DAT4864A | CORRODED | 20121023010 | QUE |
| CL215 6B11(CL415) | 5540 | UPPER TORQUE-TUBE LOWER BEARING | DAT4864A | CORRODED | 201211129001 | QUE |
| CL600 2B16 (601 3A) | 2497 | CIRCUIT BREAKER PANEL WIRING | | ARCHED | 20121005006 | QUE |
| CL600 2B16(604) | 5610 | WINDSHIELD | 6003303025 | CRACKED | 20121207005 | PAC |
| <i>CESSNA</i> | | | | | | |
| 150M | 2730 | BUSHING | 411260 | WORN/LOOSE | 20121212003 | ONT |
| 152 | 2000 | STROBE LIGHT SYSTEM | | UNAPPROVED | 20121206013 | PNR |
| 152 | 2720 | SPRING RUDDER RETURN | 31019613 | UNSERVICEABLE | 20121109012 | PAC |
| 172F | 3210 | U-BOLT SHEARED | 541153 | ORIGINAL | 20121019005 | PNR |
| 172M | 2730 | BUSHING | 411260 | WORN/LOOSE | 20121212001 | ONT |
| 172M | 2730 | ELEVATION BELLCRANK BUSHING | 411260 | LOOSE | 20121211011 | ONT |
| 172M | 2730 | ELEVATOR BUSHING | 411260 | WORN/LOOSE | 20121212002 | ONT |
| 172M | 3250 | LEFT HAND STEERING TUBE | | LOOSE/WORN | 20121023004 | PNR |
| 172M | 5553 | NUT | MS21042L5 | ORIGINAL | 20121017009 | PNR |
| 172N | 2720 | BEARING HALF RUDDER PEDAL | S16751 | CRACKED | 20121018003 | PNR |
| 172N | 2823 | BUSHING | S313433 | USED | 20121130006 | PNR |
| 172P | 3243 | ANCHOR | 7136242 | USED | 20121114007 | PNR |
| 172P | 5312 | BULKHEAD | 5120118 | CRACKED | 20121213004 | QUE |
| 172RG | 3210 | MOTOR | 98811281 | SHORTED | 20121005008 | PNR |
| 172RG | 7414 | DISTRIBUTOR GEAR | M3008 | BROKEN | 20121115004 | ONT |
| 172S | 2730 | ELEVATOR BELLCRANK | 411260 | LOOSE BUSHING | 20121212005 | ONT |
| 180K | 5510 | REINFORCEMENT ANGLE | 7120487 | CRACKED | 20121023006 | ONT |
| 208 | 7120 | BRACKET ENGINE MOUNTING | 26510119 | CRACKED | 20121109004 | ONT |
| 208B | 2711 | AILERON TRIM CABLE | | WORN | 20121015013 | PNR |
| 208B | 3710 | VACUUM SYSTEM RELIEF VALVE | RVO5268 | UNSERVICEABLE | 20121012017 | PNR |
| 208B | 5753 | SKIN-LOWERINBD | 262500011 | CRACKED | 20121123006 | PNR |
| 560 | 7200 | ENGINE | | STOPPAGE | 20121130013 | PNR |
| 560XL | 3246 | LOCK RING | 245627 | CRACKED | 20121015012 | PNR |
| 680 | 7530 | OZONE CONVERTER | 99145234 | AIR LEAK | 20121009011 | PAC |
| <i>CLAASSEN</i> | | | | | | |
| 305A | 7322 | HINGE DOOR | 6501471 | WORN OUT | 20121129003 | QUE |
| <i>DASSAULT</i> | | | | | | |
| FALCON 900 | 3297 | WIRING HARNESS | D22814000 | OVERHEATED | 20121106005 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|--------------------------|------|---|--------------|----------------------|-------------|-----|
| <i>DEHAVILLAND - CAN</i> | | | | | | |
| DHC 2 MKI | 3246 | SPREADER BAR | 58C0672 | CRACKED | 20121203019 | PAC |
| DHC 3 | 3246 | LUG BRACE- REAR | NSJ78161 | BROKEN | 20121009012 | PNR |
| DHC 3 | 5711 | SPAR FLANGES | C3W710C3W82 | CRACKED | 20121206009 | ONT |
| DHC 3 | 5712 | AILE | C3W11C3W1 | FISSURE | 20121120011 | QUE |
| DHC 3 | 5713 | AILE | C3W725 | FISSURE | 20121120009 | QUE |
| DHC 8 100 | 7921 | OIL COOLER | 28E997 | SPLIT | 20121121005 | ONT |
| DHC 8 102 | 2497 | ALTERNATING CURRENT GENERATOR | 31708001A | CHAFED WIRES | 20121127006 | PAC |
| DHC 8 102 | 2697 | CIRCUIT BREAKER | MS3320712 | INTERMITTENT | 20121129005 | ATL |
| DHC 8 102 | 2710 | AILERON QUADRANT ASSEMBLY | 82740080061 | SEIZED BEARINGS | 20121108005 | ATL |
| DHC 8 102 | 2711 | POTENTIOMETER | 14231000 | FAILED | 20121026002 | ATL |
| DHC 8 102 | 3231 | LANDING GEAR DOOR | | PARTIALLY SPLIT | 20121029002 | ATL |
| DHC 8 102 | 3231 | LANDING GEAR DOORS | | INDICATIONS | 20121015002 | ATL |
| DHC 8 102 | 5755 | CASING | | FRACTURED | 20121219002 | ATL |
| DHC 8 102 | 5755 | ROLL SPOILER ACTUATOR | A44700009 | CRACKED HOUSING | 20121114008 | ATL |
| DHC 8 102 | 5755 | ROLL SPOILER ACTUATOR | A44700009 | FRACTURED | 20121105020 | ATL |
| DHC 8 102 | 5755 | SPOILER CABLE DISCONNECTED SENSOR | 82710781011 | FOUND TRIPPED | 20121224002 | ONT |
| DHC 8 106 | 3213 | LOWER BEARING | 101363 | CORODED | 20121206012 | PNR |
| DHC 8 300 | 2910 | UNION | AN81510D | SHEARED | 20121019007 | ONT |
| DHC 8 300 | 5600 | WINDSHIELD | NP15790113 | CRACKED | 20121031001 | ONT |
| DHC 8 301 | 2730 | BACK SHELL | M850493114N | CRACKED | 20121115007 | ATL |
| DHC 8 301 | 3220 | HYDRAULIC FLEX LINE | DSC252B40124 | BLOWN OUT | 20121129006 | ATL |
| DHC 8 301 | 5330 | RIVETED SKIN | 85322488009 | DISBONDED | 20121123003 | ATL |
| DHC 8 301 | 5413 | NACELLE ATTACHMENT ANGLE | 85710324108 | CRACKED | 20121113002 | ATL |
| DHC 8 301 | 7921 | OIL COOLER LINE | | CHAFED | 20121114010 | PNR |
| DHC 8 311 | 2120 | BOLTS | NAS6003U15 | OUT OF COMPLIANCE | 20121115005 | QUE |
| DHC 8 311 | 5600 | WINDSCREEN | NP15790113 | SHORTED | 20121025009 | ATL |
| DHC 8 400 | 2913 | ENGINE HYDRAULIC PUMP | 6617304 | SHEARED | 20121025001 | ONT |
| DHC 8 400 | 3210 | #3 WHEEL DEPARTURE | | BEARING FAILED | 20121106001 | ONT |
| DHC 8 400 | 3230 | NOSE LANDING GEAR HARNESS | 473901 | FAULTY | 20121015001 | ONT |
| DHC 8 400 | 3244 | TIRE | DR0231T | BURST | 20121204003 | ONT |
| DHC 8 400 | 3244 | TIRE | 415118 | SHREDDED | 20121015006 | ONT |
| DHC 8 400 | 3246 | MAIN WHEEL | 4151171 | BEARING FAILURE | 20121219008 | ONT |
| DHC 8 400 | 3246 | MAIN WHEEL ASSEMBLY | 4151171 | BEARING FAILURE | 20121219010 | ONT |
| DHC 8 400 | 3246 | MAIN WHEEL ASSEMBLY | 4151171 | BEARING FAILURE | 20121219011 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|--------------------------|------|--|--------------|---------------------|-------------|-----|
| DHC 8 400 | 5610 | WINDSHIELD | 80260008 | CRACKED | 20121113003 | ONT |
| DHC 8 400 | 5610 | WINDSHIELD | NP15790119 | SHATTERED | 20121212015 | ONT |
| DHC 8 402 | 2720 | ACTUATOR | | FAILURE | 20121018004 | ATL |
| DHC 8 402 | 3220 | HYDRAULIC HOSE | AE7128852 | FUITE | 20121115003 | QUE |
| DHC 8 402 | 3230 | CAM ASSEMBLY | 485101 | MISSING BOLTS | 20121212009 | ATL |
| DHC 8 402 | 5240 | DOOR WIRE HARNESS | | BROKEN WIRE | 20121026003 | ATL |
| DHC 8 402 | 5520 | LEFT HAND TUBE | 82760709009 | ORIGINAL | 20121116007 | ONT |
| <i>DIAMOND - AS</i> | | | | | | |
| DA 42 | 2571 | BATTERY TRAY | D6053422000 | CRACKED | 20121214004 | PNR |
| <i>DIAMOND - CAN</i> | | | | | | |
| DA 20 C1 | 2421 | BOLT | 2224120001 | BROKEN | 20121021001 | ATL |
| DA 20 C1 | 2421 | BOLT | 2224120001 | BROKEN | 20121009016 | ATL |
| DA 20 C1 | 7120 | WASHER | MS213061C | CUPPED | 20121118001 | ATL |
| DA 20 C1 | 7930 | OIL SENDER KIT | 2279301000 | OUT OF LIMITS | 20121204006 | ATL |
| <i>EMBRAER</i> | | | | | | |
| ERJ 170 200 SU | 2750 | FLAP SYSTEM | | FAILED | 20121009006 | QUE |
| ERJ 170 200 SU | 3240 | BRAKE CONTROL VALVE | 398711 | FAILED | 20121217004 | QUE |
| ERJ 170 200 SU | 3440 | NETWORK INPUT MODULE | | FAILED | 20121009005 | QUE |
| ERJ 170 200 SU | 3600 | FITTING AIR FILTER | B108042 | COLLAPSED | 20121211015 | QUE |
| ERJ 170 200 SU | 3710 | T-DUCT | 17014806401 | CRACKED | 20121009002 | QUE |
| ERJ 190 100 IGW | 2120 | FILTER | | CONTAMINATED | 20121005003 | QUE |
| ERJ 190 100 IGW | 2820 | MODULAR AVIONICS UNIT INPUT/ OUTPUT CARD | 70284221902 | FAILED | 20121019010 | QUE |
| ERJ 190 100 IGW | 3251 | STEERING TILLER | 9070B001801 | FAILED | 20121210004 | QUE |
| ERJ 190 100 IGW | 3600 | HIGH PRESSURE VALVE | 10012463 | FAILED | 20121012015 | QUE |
| ERJ 190 100 IGW | 3610 | CLAMP | | LOOSE | 20121005002 | QUE |
| ERJ 190 100 IGW | 3800 | LAVATORY SINK | | SMOKE | 20121105026 | QUE |
| ERJ 190 100 IGW | 520 | ANTI-ICE SYSTEM | | FAILED | 20121204007 | QUE |
| ERJ 190 100 IGW | 520 | CABIN FUEL FUMES | | FUMES | 20121214002 | QUE |
| <i>EUROCOPTER DEUT</i> | | | | | | |
| BO105 S CDN BS 4 | 1410 | FUEL HOSE | ASD351543 | LEAKING | 20121031002 | ONT |
| BO105 S CDN BS 4 | 3246 | FLOAT BAG ASSEMBLY | 20317102 | MISSING BULKHEAD | 20121119009 | ONT |
| <i>EUROCOPTER FRANCE</i> | | | | | | |
| AS 355 | 6220 | SPHERICAL STOP | 57910700 | UNSERVICEABLE | 20121019004 | PNR |
| EC 130 B4 | 2821 | DIFFERENTIAL PRESSURE SWITCH | 9550172000 | USED | 20121219003 | ONT |
| EC 130 B4 | 5551 | BRACKET | 350A23422321 | MISS ALIGNED | 20121010009 | ONT |
| EC 130 B4 | 5551 | BRACKET | 350A23422221 | PIECES | 20121010008 | ONT |
| <i>FAIRCHILD</i> | | | | | | |
| SA227AC | 3110 | SWITCH FIRE BOTTLE | 33300548 | WELD FAILURE | 20121002002 | PNR |
| SA227DC | 2730 | TY WRAP | | MIS-INSTALLED | 20121212008 | ONT |
| SA227DC | 2910 | HYDRAULIC GEAR LINE | 2781006355 | FLARE FAILED | 20121009004 | ONT |
| SA227DC | 3197 | WIRING | | FAILED | 20121017007 | ONT |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-----------------------------|------|---|----------------|--------------------|-------------|-----|
| SA227DC | 3213 | LOWER GEAR HOUSING | 54530055 | CRACKED | 20121210010 | ONT |
| SA227DC | 3213 | UPPER HOUSING | 2751501011 | CRACKED | 20121123002 | ONT |
| SA227DC | 3230 | GEAR ACTUATOR | 2751016003 | LEAKING | 20121017003 | ONT |
| <i>GULFSTREAM - ISRAEL</i> | | | | | | |
| ASTRA SPX | 3230 | GEAR BLOW DOWN BOTTLE | 410045631 | FAILED | 20121121003 | ATL |
| <i>HUGHES</i> | | | | | | |
| 369D | 6797 | TUBE | UKN | UNSERVICEABLE | 20121004005 | ATL |
| <i>LEARJET</i> | | | | | | |
| 45 | 4997 | ELECTRICAL WIRE | RBA172824 | CHAFED | 20121004007 | PAC |
| <i>LOCKHEED</i> | | | | | | |
| 382G | 5315 | MAIN LANDING GEAR BEAM | 3883942 | CRACKED | 20121029008 | PAC |
| <i>MCDONNELL DOUGLAS HC</i> | | | | | | |
| MD 900 | 6220 | LOWER HUB ASSEMBLY | 900R2101008107 | UNSERVICEABLE | 20121120005 | PNR |
| <i>MORAVAN</i> | | | | | | |
| Z242L | 2731 | ELEVATOR AFT TRIM CABLE | Z4244120000 | FRAYED | 20121214012 | ONT |
| Z242L | 2731 | TRIM CABLE | Z14244130014 | FRAYED | 20121011004 | ONT |
| Z242L | 2731 | TRIM CABLE | Z4244120000 | FRAYED | 20121203006 | ONT |
| <i>PILATUS - SW</i> | | | | | | |
| PC 12 45 | 3010 | HOSE ASSEMBLY BLEED AIR | 9463774101 | LEAKING | 20121009017 | QUE |
| PC 12 45 | 3610 | BLEED AIR HOSE ASSEMBLY | 9463774101 | LEAKING | 20121005001 | QUE |
| PC 12 47E | 2913 | HYDRAULIC PUMP | G0410744 | LEAKING | 20121122003 | ONT |
| PC 12 47E | 3140 | MODULAR AVIONICS UNIT POWER SUPPLY MODULE 1 | 70244401901 | FAILED | 20121119010 | ONT |
| PC 12 47E | 3230 | MAIN LANDING GEAR ACTUATOR | 9603001105 | LEAKING | 20121219001 | ONT |
| PC 12 47E | 3397 | RELAY | 9742001222 | WELDED CONTACTS | 20121221011 | ONT |
| PC 12 47E | 3422 | AIR DATA ALTITUDE HEADING REFERENCE SYSTEM | 65001885103 | FAILED | 20121213002 | ONT |
| <i>PIPER</i> | | | | | | |
| PA23 250 | 5730 | LEADING EDGE SKIN | 160451415 | CRACKED | 20121102001 | PNR |
| PA31 350 | 2215 | AUTOPILOT BRIDAL CABLE | | UNSERVICEABLE | 20121218011 | PAC |
| PA31 350 | 2750 | FLAP DRIVE CABLE | | SERVICEABLE | 20121218018 | PAC |
| PA31 350 | 2821 | RIGHT HAND FUEL FILTER CUP | 753987 | CRACKED | 20121218012 | PAC |
| PA31 350 | 2823 | FUEL SELECTOR | 492239 | UNSERVICEABLE | 20121219006 | PAC |
| PA31 350 | 3233 | ACTUATOR SHAFT THREADS | 757499 | CRACKED | 20121026004 | PNR |
| PA31 350 | 5230 | AFT UPPER HINGE | 42541000 | UNSERVICEABLE | 20121219013 | PAC |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-----------------|------|--|-------------|-------------------|-------------|-----|
| PA31 350 | 5230 | NOCE BAGGAGE DOOR | | TIME EXPIRED | 20121219012 | PAC |
| PA31 350 | 5347 | PILOT SEAT | 5327327 | CRACKED | 20121219007 | PAC |
| PA31 350 | 6112 | ANTI ICE STUD | | BROKEN | 20121218016 | PAC |
| PA31 350 | 7160 | INTAKE DUCT | | CRACKED | 20121218015 | PAC |
| PA31 350 | 7314 | DRAIN LINES | | MISSING | 20121219009 | PAC |
| PA31 350 | 7714 | TACHOMETER CABLE | 486637 | KINKED | 20121218017 | PAC |
| PA31 350 | 7800 | EXHAUST TRANSITION | 1W12437 | CRACKED | 20121218014 | PAC |
| PA31 350 | 8120 | MOUNTING BOLT | 5TD2145 | MISSING | 20121218013 | PAC |
| PA32R 301 | 2710 | HINGE BRACKET | 8639202 | CORRODED | 20121114001 | ONT |
| PA34 200T | 3221 | FORWARD MAIN LANDING GEAR TRUNNION | 6704012 | ORIGINAL | 20121214007 | PNR |
| PA34 200T | 3246 | INNER WHEEL HALF ASSEMBLY | 16106102 | CRACKED | 20121203007 | ONT |
| PA44 180 | 2210 | AFT BRIDLE CABLE | 71116800 | BROKEN WIRE | 20121203004 | ONT |
| PA44 180 | 2210 | FORWARD BRIDLE CABLE | 200298500 | BROKEN WIRE | 20121203003 | ONT |
| PA44 180 | 3211 | TRUNNION PLATE NUTS | NAS680A5 | WORN | 20121029006 | ATL |
| <i>QUEST</i> | | | | | | |
| KODIAK 100 | 3230 | GEAR | | SLOW | 20121221005 | PAC |
| KODIAK 100 | 3246 | SPRING | 1004581 | CORRODED | 20121219014 | PAC |
| <i>ROBINSON</i> | | | | | | |
| R22 BETA | 6230 | SWASHPLATE | | WEAR | 20121010007 | ONT |
| R22 BETA | 6310 | SPRAG CLUTCH | A1882 | CRACKED | 20121015003 | ONT |
| R22 BETA | 7921 | OIL COOLER | A6492 | LEAKING | 20121010003 | ONT |
| R44 | 2562 | EMERGENCY LOCATOR TRANSMITTER | S182150202 | INTERMITTENT | 20121019009 | PNR |
| R44 | 6230 | SWASHPLATE | | WEAR | 20121010006 | ONT |
| R44 | 6700 | BEARING | B3032 | SEPARATED | 20121010004 | ONT |
| R44 II | 2421 | ALTERNATOR | ALX8521R | TRIPPED | 20121012007 | PNR |
| R44 II | 2435 | STARTER | BC3151004 | CHIPPED | 20121122002 | PNR |
| R44 II | 2435 | STARTER | 149241TT1 | CRACKED | 20121030002 | PNR |
| R44 II | 2435 | STARTER | BC3151004 | FAILED | 20121015014 | PNR |
| R44 II | 2435 | STARTER | 149241TT | UNSERVICEABLE | 20121214011 | PNR |
| R44 II | 2822 | FUEL PUMP | C8187B | FAILED | 20121127004 | PNR |
| R44 II | 2822 | FUEL PUMP | D8187B | INOPERATIONAL | 20121012011 | PNR |
| R44 II | 2822 | FUEL PUMP | K12064 | INTERMITTENT | 20121012008 | PNR |
| R44 II | 2822 | FUEL PUMP | D8187B | NOISY | 20121025011 | PNR |
| R44 II | 2913 | NUT | D4524 | SERVICEABLE | 20121001003 | ONT |
| R44 II | 2916 | RESERVOIR | D2112 | FAILED | 20121012004 | PNR |
| R44 II | 6310 | ACTUATOR | C0512 | FAILED | 20121012003 | PNR |
| R44 II | 6310 | SEAL | C9665 | LEAKING | 20121031007 | PNR |
| R44 II | 6310 | UP LIMIT SWITCH | MS252531 | LOOSE WIRE | 20121130005 | PNR |
| R44 II | 6510 | DAMPER BEARING | C0411 | MAKING NOISE | 20121128006 | PAC |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|----------------------|------|------------------------------|---------------|--------------------|-------------|-----|
| R44 II | 6730 | HYDRAULIC SERVO | D2121 | LEAKING | 20121128003 | PNR |
| R44 II | 6730 | HYDRAULIC SERVO | D2121 | LEAKING | 20121128004 | PNR |
| R44 II | 6730 | HYDRAULIC SERVO | D2121 | LEAKING | 20121128005 | PNR |
| R44 II | 7314 | FUEL PUMP | AF15473 | LEAKING | 20121115011 | PNR |
| R44 II | 7314 | FUEL PUMP | LW15473 | LEAKING | 20121106006 | PNR |
| R44 II | 7414 | MAGNETO | 106006169 | WORN | 20121012010 | PNR |
| <i>SIKORSKY</i> | | | | | | |
| S76C | 1410 | HYDRAULIC LINE | | CHAFFED | 20121102005 | PAC |
| S92A | 1210 | FUEL SPONSON | 9230708210 | FAILED | 20121205012 | ATL |
| S92A | 6320 | INPUT MODULE | 9235115001044 | FODDED | 20121018002 | ATL |
| <i>TECNAM</i> | | | | | | |
| P2006T | 7322 | CARBURETOR HEAT CABLE | | FAILED | 20121016002 | PNR |
| P2006T | 7322 | CARBURETOR HEAT CABLE | | DAMAGED | 20121106007 | PNR |
| <i>VIKING CANADA</i> | | | | | | |
| DHC 6 400 | 3211 | BUSHING | C6FSM152233 | NEW | 20121121007 | PAC |
| DHC 6 400 | 3411 | VALVE | 112732 | NEW | 20121213010 | PAC |
| DHC 6 400 | 7110 | COWL LATCH | C6EC100295 | NEW | 20121221014 | PAC |
| DHC 6 400 | 7603 | ENGINE POWER LEVER | | FOULING | 20121114013 | PAC |
| ENGINE | | | | | | |
| <i>ALLISON</i> | | | | | | |
| 250-C20B | 6310 | SPRAG | 369D25351 | UNSERVICEABLE | 20121011011 | ATL |
| 250-C20B | 7321 | DRIVE SHAFT | 23070606 | BROKEN | 20121019011 | PAC |
| 250-C20R/2 | 7250 | TURBINE ASSEMBLY | 23038160 | SEIZED | 20121019012 | PAC |
| 250-C30P | 7240 | OUTER COMBUSTION CASE | | FAILED | 20121107005 | QUE |
| 250-C47B | 7210 | NUT SELF LOCKING 0 190-32 | MS210433 | AS MANUFACTURED | 20121227001 | PNR |
| AE-3007A1/3 | 7310 | FUEL MANIFOLD | 23062362 | SEVERE CUT MARK | 20121126007 | QUE |
| <i>AVCO LYCOMING</i> | | | | | | |
| IO-540-AE1A5 | 7414 | BEARING | 1081806 | FAILED | 20121218009 | PNR |
| IO-540-AE1A5 | 7414 | BLOCK | 10357426 | CRACKED | 20121013001 | PNR |
| IO-540-AE1A5 | 7414 | BLOCK | 10357426 | CRACKED | 20121218010 | PNR |
| LO-360-E1A6D | 8530 | EXHAUST VALVE | 17B23936 | DEFORMED/ WORN | 20121126015 | ATL |
| LTIO-540-J2B | 8530 | CYLINDER | LW12966 | CRACKED | 20121130010 | PNR |
| LTIO-540-J2BD | 8120 | TURBOCHARGER | 4091709001R | BLADE FAILURE | 20121123005 | PAC |
| LTIO-540-J2BD | 8520 | PISTON | LW10545S | DAMAGED | 20121015007 | PAC |
| LTS-101-700D-2 | 1410 | FUEL LINE | 416126009 | GOOD CONDITION | 20121116011 | PNR |
| O-235-L2C | 8530 | CYLINDER | LYCOMING | UNSERVICABLE | 20121109010 | PAC |
| O-235-L2C | 8530 | PISTON PIN PLUG | | UNSERVICEABLE | 20121130008 | PAC |
| O-320-D2J | 7921 | OIL COOLER | 8000075 | USED | 20121203015 | PNR |
| O-360-A4K | 7322 | MAIN JET | | TOO LONG | 20121120010 | QUE |

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|----------------------------------|------|-----------------------------|--------------|---------------------|-------------|-----|
| TIO-540-J2B | 7414 | MAGNETO | BL3492901 | WORN | 20121209001 | PNR |
| <i>BOMBARDIER ROTAX</i> | | | | | | |
| 912 A | 7322 | CARBURETOR HEAT CABLE | 21FOOT | NEW | 20121009003 | PNR |
| <i>GARRETT</i> | | | | | | |
| TPE331-11U-612 | 7250 | MAIN TURBINE NUT | 31080661 | BINDING | 20121009010 | ONT |
| TPE331-12UHR | 3020 | DE-ICE PIPE | 1379527H25 | DISCONNECTED | 20121112001 | QUE |
| TPE331-12UHR | 7120 | ENGINE TRUSS | 2762114119 | CRACKED | 20121217001 | ONT |
| TPE331-6-252B | 7321 | FUEL CONTROL UNIT | 8978008 | MALADJUSTED | 20121107006 | QUE |
| <i>GENERAL ELECTRIC</i> | | | | | | |
| CF34-3B1 | 7261 | CARBON SEAL | 4138T09P03 | LEAKING | 20121218002 | ATL |
| CF34-3B1 | 7261 | CARBON SEAL | 5018T49P05 | LEAKING | 20121205002 | ATL |
| CF34-3B1 | 7600 | THROTTLE CABLE | 1603730003 | JAMMED | 20121210007 | ATL |
| CF34-3B1 | 7797 | WIRING HARNESS | 601R5790011 | BROKEN WIRES | 20121101004 | ATL |
| CT7-5A2 | 7600 | SUPPORT BRACKET | 660712659 | CRACKED | 20121019008 | QUE |
| <i>HONEYWELL</i> | | | | | | |
| TFE731-40AR-200G | 7320 | #2 TRANSDUCER | 30707228 | WEAK SIGNAL | 20121004001 | ONT |
| <i>PRATT & WHITNEY - CAN</i> | | | | | | |
| PT6A-135 | 7261 | OIL FILTER | 305925801 | FAILED | 20121221013 | PNR |
| PT6A-27 | 7314 | SEAL PLAIN | 3022375 | LEAKING | 20121127003 | ATL |
| PT6A-27 | 7932 | SEAL PLAIN | 3022375 | LEAKING | 20121105021 | ATL |
| PT6A-36 | 1220 | O-RING | AS3209222 | WORN | 20121218007 | PNR |
| PT6A-42 | 7310 | FUEL LINE | 3026779 | OVERHAULED | 20121120013 | PNR |
| PT6A-42 | 7931 | OIL PRESSURE | | ERRATIC | 20121003007 | QUE |
| PT6A-65B | 7931 | OIL LINE | 330995F40114 | CRACKED FLARE | 20121022023 | PAC |
| PT6A-67R | 7712 | ENGINE TORQUE | | LOSS OF TORQUE | 20121003003 | QUE |
| PW120A | 7920 | OIL LINE | 3035197 | CHAFFED | 20121204004 | ATL |
| PW121 | 7712 | ENGINE TORQUE | | FLUCTUATIONS | 20121116003 | QUE |
| PW121 | 7931 | ENGINE OIL PRESSURE | | LOW | 20121003002 | QUE |
| PW123B | 7712 | ENGINE TORQUE | | LOW | 20121003005 | QUE |
| PW123E | 8097 | ELECTRICAL WIRE | | NOT CONNECTED | 20121116005 | QUE |
| PW127 | 7321 | HYDRO MECHANICAL UNIT | | MALFUNCTION | 20121003012 | ONT |
| PW127M | 2840 | FUEL INDICATION | | ERRATIC | 20121003004 | QUE |
| PW127M | 7200 | SEAL AIR INTERSTAGE | 3039172 | EXCEEDED ITS MAX | 20121017001 | QUE |
| PW127M | 7712 | ENGINE TORQUE | | FAILURE | 20121116004 | QUE |
| PW150A | 7310 | FUEL METERING | | SUSPECT | 20121003009 | QUE |
| PW150A | 7312 | FUEL HEATER | | CRACKED BRACKET | 20121003001 | QUE |
| PW307A | 7732 | ENGINE | | VIBRATIONS | 20121003006 | QUE |
| PW545B | 7200 | OIL PRESSURE | | HIGH | 20121003008 | QUE |
| PW545B | 7932 | ENGINE OIL | | LOSS | 20121003010 | QUE |
| PW617F-E | 7420 | IGNITER LEAD | 35C370701 | USED | 20121206008 | PNR |
| <i>ROLLS ROYCE - GY</i> | | | | | | |
| DART 534-2 | 2434 | DIRECT CURRENT GENERATOR | B3508 | SEIZED | 20121109015 | PNR |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|-----------------------------|------|---|-------------|----------------------|-------------|-----|
| DART 534-2 | 7921 | OIL COLLER | RK35782A | LEAKING | 20121109014 | PNR |
| <i>ROLLS ROYCE - UK</i> | | | | | | |
| BR700-710A1-10 | 7230 | HYDRAULIC PUMP CONTACTOR FRONT DRUM | BRR20378 | CRACKED | 20121029001 | QUE |
| RB211-535E4-37 | 7310 | PRESSURIZING AND DUMP VALVE | 5252150 | UNSERVICABLE | 20121024001 | PNR |
| <i>TELEDYNE CONTINENTAL</i> | | | | | | |
| O-200-A | 8530 | CYLINDER | CL61ASTER | UNSERVICEABLE | 20121119008 | ONT |
| O-470-R | 8510 | INTAKE MANIFOLD RISER | G27658A1 | CRACKED | 20121101002 | ONT |
| TSIO-520-NB | 8530 | CYLINDER | AEC631397 | CRACKED | 20121130003 | ONT |
| TSIO-520-NB | 8530 | CYLINDER | AEC631397 | CRACKED | 20121130004 | ONT |
| TSIO-520-NB | 8530 | CYLINDER ASSEMBLY | AEC631397 | UNSERVICEABLE | 20121112005 | PNR |
| TSIO-520-NB | 8530 | CYLINDER ASSEMBLY | AEC631397 | UNSERVICEABLE | 20121112006 | PNR |
| PROPELLER | | | | | | |
| <i>HAMILTON STANDARD</i> | | | | | | |
| 14SF-15 | 6111 | INNER RACE | 7943041 | RACE SPLIT/ BROKE | 20121030006 | ATL |
| 14SF-23 | 6111 | PROPELLER BLADE | SFA13N1R0AD | DISTORTED | 20121217002 | ONT |
| <i>HARTZELL</i> | | | | | | |
| HC-B3TN-3C | 6113 | SPINNER MOUNTING PLATE | C30032 | HOLES WORN | 20121203014 | PNR |
| HC-E4A-3I | 6112 | DE-ICE BOOT | 4H34001 | BURNT | 20121024005 | PNR |
| HC-E4N-3G | 6110 | O-RING | | PIECE MISSING | 20121212010 | PNR |
| <i>MCCAULEY</i> | | | | | | |
| 4HFR34C652-K | 6112 | DE-ICE HARNESS | B40387A | FRAYED | 20121113007 | PAC |
| EQUIPMENT | | | | | | |
| <i>ACORN</i> | | | | | | |
| 17540091 | 7800 | EXHAUST | 17540091 | BROKEN | 20121016005 | QUE |
| <i>AERONAUTICAL</i> | | | | | | |
| SR00513AT | 6400 | EXPANDABLE PIN | 206928110 | FAILED | 20121010010 | PAC |
| <i>ARTEX</i> | | | | | | |
| 4535002 | 2560 | G SWITCH | | UNSERVICEABLE | 20121115002 | PNR |
| 4535002 | 2562 | G SWITCH | | FAILED | 20121025006 | PNR |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20121105019 | PNR |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20121114006 | PNR |
| <i>BEECH</i> | | | | | | |
| 1013220111 | 3310 | LIGHT PRINTED BOARD | 1013220121 | BURNED | 20121106011 | PAC |
| EQUIPMENT | 3320 | WIRING HARNESS | 1303640449 | CONNECTOR BURNED | 20121218004 | ATL |
| <i>CESSNA</i> | | | | | | |
| 650111 | 7160 | HINGE DOOR | 6501471 | WORN OUT | 20121108011 | QUE |
| <i>CHAMPION</i> | | | | | | |
| 4370 | 7414 | DISTRIBUTOR BLOCK ASSEMBLY | K3822 | LOOSE | 20121105008 | ONT |
| <i>GMC</i> | | | | | | |
| SEEPROBLEM | 3457 | PRIMUS EPIC MULTI MODE RECEIVER | | NEW | 20121107001 | QUE |

| MAKE/MODEL | JASC | PART NAME | PART NUMBER | PART CONDITION | SDR No. | RGN |
|----------------------------|------|--|-------------|-------------------|-------------|-----|
| <i>DIAMOND - CAN</i> | | | | | | |
| DA20C1 | 3414 | AIRSPPEED INDICATOR | 8000B800 | INACCURATE | 20121022014 | QUE |
| <i>GARMIN</i> | | | | | | |
| 110106040 | 3457 | ANTENNA | 130023500 | INTERMITTENT | 20121112004 | PNR |
| <i>GOODYEAR</i> | | | | | | |
| 184F081 | 3244 | TIRE | 184F081 | UNSERVICEABLE | 20121002006 | PNR |
| <i>HAMILTON SUNDSTRAND</i> | | | | | | |
| 78639114 | 2000 | RETAINING RING | RR87S | NEW | 20121204008 | ATL |
| <i>HEROUX</i> | | | | | | |
| 891H106219 | 2721 | STOP ROD | 1799591 | BROKEN | 20121207006 | PAC |
| <i>HONEYWELL</i> | | | | | | |
| 65004203 | 2210 | Q211 TRANSISTOR | 7004250003 | SHORTED | 20121115008 | ONT |
| 710151901 | 3442 | ADVANCED GRAPHIC MODULE | 70364101902 | NEW | 20121122009 | PAC |
| <i>KANNAD</i> | | | | | | |
| 406AF | 2562 | STRAP | 146075 | SCRAP | 20121205005 | PNR |
| S184050101 | 2510 | EMERGENCY LOCATOR TRANSMITTER REMOTE SWITCH | S182051311 | SERVICABLE | 20121205009 | PNR |
| <i>MESSIER BUGATTI</i> | | | | | | |
| C20633000 | 3242 | HEAT SHIELD ASSEMBLY | GA32145 | LOOSE | 20121113009 | ONT |
| <i>RAYTHEON</i> | | | | | | |
| EQUIPMENT | 3421 | ATTITUDE INDICATOR | 235010616 | TOPPLED | 20121102003 | PNR |
| <i>SLICK ELECTRO</i> | | | | | | |
| 4302 | 7414 | ROTOR | M35123 | SHEARED OFF | 20121106004 | PNR |
| <i>TEMPEST</i> | | | | | | |
| AA481082 | 7920 | OIL FILTER | AA481082 | USED | 20121119012 | PNR |
| <i>ZLIN</i> | | | | | | |
| Z42441200 | 2731 | ELEVATOR TRIM CABLE STOP | | NUT/WASHER | 20121005004 | ONT |
| UNAPPROVED PART | | | | | | |
| <i>CESSNA</i> | | | | | | |
| EQUIPMENT | 2000 | BATTERY TRAY | D6053422000 | CRACKED | 20121214004 | PNR |
| EQUIPMENT | 2000 | STROBE LIGHT SYSTEM | | UNAPPROVED | 20121206013 | PNR |
| <i>HAMILTON SUNDSTRAND</i> | | | | | | |
| 78639114 | 2000 | RETAINING RING | RR87S | NEW | 20121204008 | ATL |

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